



Auckland's Regional Public Transport Plan 2023-2031

Variation Document

2025



Read me first: what it means that this document has been approved for retention by Auckland Council

Status of this document

On 6 May 2026, the New Zealand Government passed the Local Government (Auckland Council) (Transport Governance) Amendment Act. This legislation changed transport decision-making and responsibility for Auckland.

As part of this legislation, Auckland Council was required to review all transport-related and in-force Auckland Transport policies and plans to decide whether to retain, amend or revoke the policy or plan.

On 21 September 2026, Auckland Council approved the retention and transfer of this document to the council. In accordance with the Act, the document continues in effect until it is reviewed, replaced, or revoked.

This document remains in effect but should be considered alongside Auckland Council's current strategic direction and statutory transport planning requirements.

Alignment with Auckland Council group strategic direction and transport planning requirements

Auckland Council current strategic direction provides the wider context for how this document should now be interpreted and applied. This includes relevant Auckland Council strategies, policies, plans, investment decisions, regulatory settings, and local board direction.

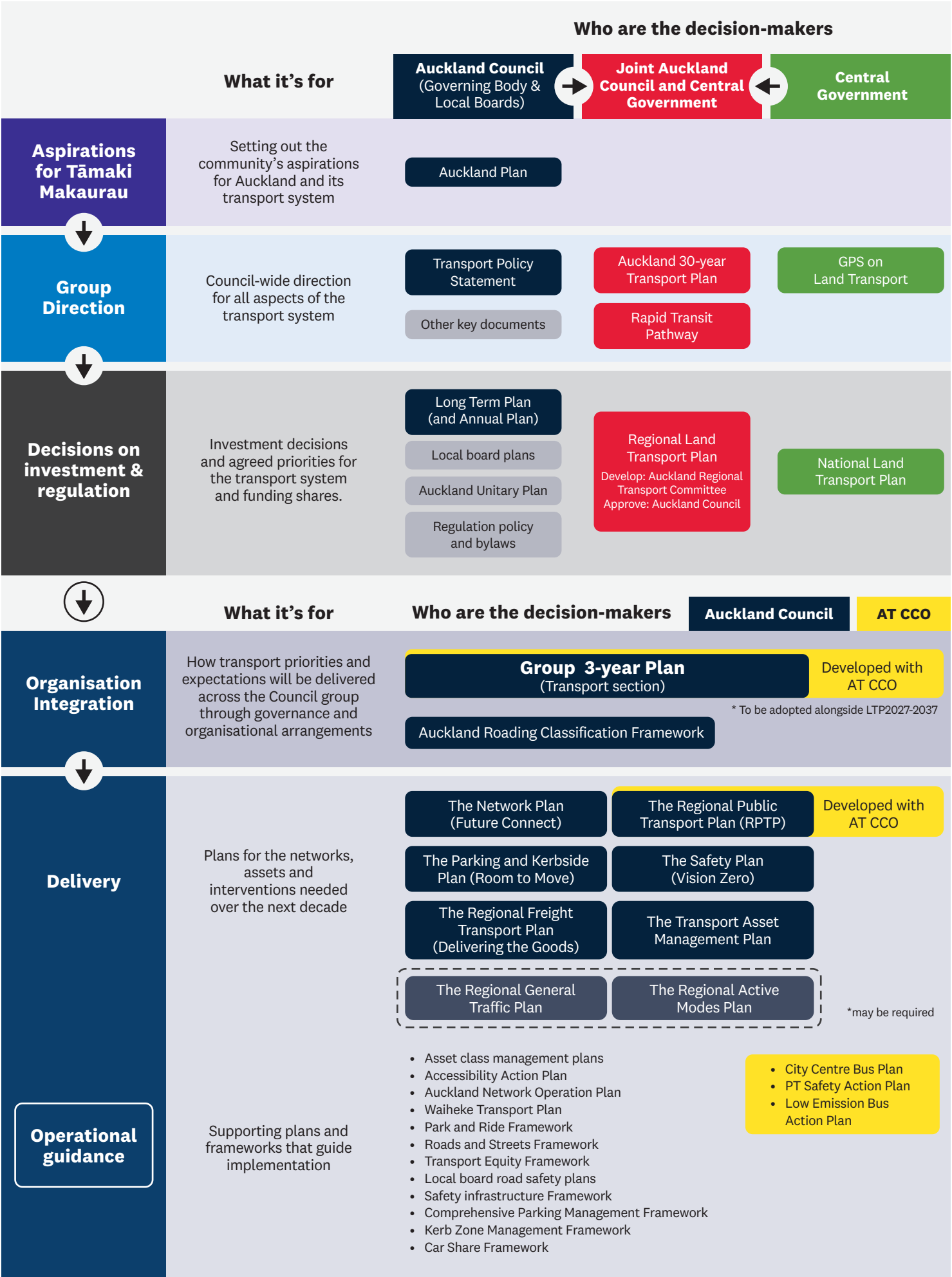
Transport planning is also guided by legislation and related planning documents introduced through the reforms. This includes the Auckland Council Transport Policy Statement, the Auckland Regional Transport Committee, the 30-year Transport Plan for Auckland, the Regional Land Transport Plan, and related transport governance and planning requirements.

The Auckland Council Group Strategic Framework (Transport view), shown below, provides context for how transport-related strategies, plans and frameworks fit together. It is intended as an evolving guide and will continue to be refined as documents are reviewed and updated. The Auckland's Regional Public Transport Plan 2023-2031 – Variation Document was prepared under previous governance arrangements. While it remains in effect, the way it should be interpreted and applied, and its relationship with the broader framework today may differ from how it was originally intended. To ensure accurate interpretation, advice should be sought jointly from Auckland Council's Group Strategy and Transport Policy functions.

Auckland Council Group Strategic Framework

(Transport view)

Simplified view only. Documents often span multiple layers and relationships. Higher-order direction takes precedence. Seek guidance where interpretation is required. Subject to ongoing refinement.



Application within Auckland Council's shared governance model

Auckland Council's shared governance model allocates decision-making responsibilities between the Governing Body and local boards. The transport reform legislation changed how this model applies to transport by assigning additional responsibilities to local boards for local and collector roads, while arterial roads and specific precincts are wholly under the decision-making responsibility of the Governing Body.

The Auckland Roding Classification Framework determines the split in road type and therefore decision making, and shows individual road categories.

By retaining this document, the Governing Body confirmed that it remains part of Auckland Council's approach to transport planning and decision-making. It should be taken into account when Auckland Council plans, funds, regulates, and delivers transport services and infrastructure.

The Allocation of Decision-Making Framework sets out the respective responsibilities of the Governing Body and local boards. Local board decision-making responsibilities for local and collector roads include:

- **Parking and stopping controls:** Such as no stopping restrictions (broken yellow lines), angle parking, time restricted parking, parking zones,
- **Traffic Controls:** Such as community streets (community led play streets), pedestrian crossings, speed humps, speed limits,
- **Road corridor and network access permissions and conditions:** Corridor access approvals for events (excluding Eden Park events that impact arterial roads),
- **Property and landowner (road reserve) decisions:** Such as removal of hazardous encroachments affecting road safety, airspace and subsoil leases,
- **Infrastructure:** Such as footpaths and cycle paths (new or modified), installing monuments, removal of third-party structures.

Where local boards are responsible for decisions covered by this document, they should take it into account when making those decisions. The document does not change or limit local board decision-making powers.



Auckland's Regional Public Transport Plan 2023-2031

Variation Document
June 2025



A lot has happened since the last RPTP was published in 2023.

Four Million Contactless Trips

We were the first in Aotearoa New Zealand to launch more ways to pay, making it much easier for infrequent public transport customers to turn up, pay with their contactless card or smart device, and get to more places without too much thinking ahead. This has enabled over 4,000,000 journeys contactless trips since it was launched late 2024.

120,000 Coldplay fans

Coldplay drew the largest crowds to Eden Park since the Rugby World Cup final in 2011. Fans enjoyed seamless public transport options with 120,000 trips to and from the stadium over the three nights. Everything went smoothly with rave reviews on how easy it was.

1,000,000 Trips

The Western express (between Westgate and the city) celebrated an exceptional first year and half in service, by exceeding expectations and delivering more than 1 million passenger trips.



Contents

1.	Introduction	7
1.1	What is the Regional Public Transport Plan?	9
1.2	Keeping our plans up to date	9
1.3	Key outcomes of the review	10
1.4	How to read this variation	10
2.	Service Plan	15
2.1	Progress made since the RPTP 2023-2031	17
2.2	Upcoming service improvements	17
2.3	Service Plan updates	18
3.	Infrastructure and facilities	41
3.1	Delivering infrastructure and facilities to support our network	42
3.2	Infrastructure programme	43
3.3	Progress updates on related matters	49

Part 1
Introduction



1.1 What is the Regional Public Transport Plan?

The Regional Public Transport Plan (RPTP) is a statutory document that Auckland Transport develops to guide the future delivery of public transport improvements for Auckland. Key components of Auckland’s current RPTP are:

- The vision and goals of the public transport system, as agreed through engagement with Aucklanders.
- How we intend to achieve that vision, through:
 - Policies that guide how we plan, design, deliver and operate public transport in Auckland.
 - A service plan that shows when and where new or improved services will start running.
 - An infrastructure plan that supports the service plan, improving customer experience, efficiency, safety and sustainability.
 - Actions that AT will take to make public transport better for its users and drivers.

The current RPTP was released in December 2023 and covers public transport improvements until 2031.

1.2 Keeping our plans up to date

The future public transport network, as described in the RPTP, is influenced by funding AT receives, as well as higher level strategies, plans and policies. When any of these factors change, the plan must be updated to remain consistent and fit for purpose.

The release of a new Regional Land Transport Plan (RLTP) is a key driver of changes to the RPTP, as it confirms the funding AT receives for the next ten years. When a new RLTP is confirmed, AT is required by legislation to review the RPTP. This variation document is the result of one of those reviews, making the RPTP 2023-2031 consistent with the RLTP 2024-2034 that was published late last year.

The review of an RPTP can have three different outcomes:

1. No change. The RPTP and RLTP are fully aligned, and the RPTP does not need updating.
2. Minor Change. There are changes, but they are small and of a technical nature, or have been publicly engaged on already. AT will publish a variation summarising these changes.
3. Significant Change. If changes are significant, a major variation or even an entirely new RPTP may be needed. This process requires a special consultative process.

The RPTP contains a ‘significance policy’, found on page 90 of the RPTP 2023-2031, that outlines a level of change that is acceptable. This helps us decide whether the second or third option would apply.

1.3 Key outcomes of the review

Staff from Auckland Transport, Auckland Council and the New Zealand Transport Agency worked together on this review, and the resulting variation document. This review covered all key parts of the plan, to check if they are still funded, consistent, and fit for purpose.

Vision and goals

When we developed the RPTP 2023-2031, we engaged with Aucklanders on what they wanted from their future public transport system. This strategic direction was endorsed by Auckland Council's Transport and Infrastructure Committee in April 2023.

As this work is still recent, there are no changes to the vision and goals resulting from this review. They remain at the heart of the RPTP and continue to effectively guide how AT plans, delivers and operates public transport across the region. For more information about the vision and goals, please refer to the Regional Public Transport Plan 2023-2031, Chapter 3.

Service Plan

More detailed planning work completed after the RPTP 2023-2031 was published has led to amendments of the service plan. These changes are not considered significant under the significance policy, and will be engaged on locally, closer to service changes taking place.

Infrastructure

The funding confirmed through the RLTP differs slightly from what was outlined in the RPTP 2023-2031. These changes have already been part of public consultation and formal funding decisions that the RPTP must align with.

Policies

AT has not included any new or changed policies in this variation.

Actions and Monitoring

We have reviewed progress of actions and monitoring targets outlined in the RPTP 2023-2031. This variation provides updates on actions that have been completed, and a few that are still progressing but have been delayed. The monitoring framework, and associated targets, have not yet been refreshed. New targets for public transport are currently being agreed through the annual Statement of Intent process. Once confirmed, these will be our agreed performance targets for the public transport system.

Currently, AT is working on its response to the recently published Auditor General's report "Reliability of public transport in Auckland". This report investigates how Auckland Transport manages the reliability of services, including during disruptions. The report highlights some key improvements we've already made, as well as some things we can do better. We are currently assessing what further improvements we can make in response to this report. If this requires further changes to the RPTP 2023-2031, like new actions or policies being needed, another variation would be published.

Timing of the review

The Minister of Transport has announced reform of transport governance and decision-making in Auckland. The details of this future framework are yet to be confirmed. It is possible that the entity responsible for preparation and approval of the RPTP may change as part of these reforms. Given the uncertainty around the specific details, now is not an appropriate time to make significant changes to the RPTP.

Taking all these factors into account, AT has published this variation to the RPTP that includes an updated service plan and infrastructure section.

1.4 How to read this variation

The content of this variation replaces parts of the Regional Public Transport Plan 2023-2031 that have changed. This means that the original RPTP 2023-2031 is still an active plan and contains important information that is not included in this variation. Parts of the RPTP that have been replaced by this variation are marked as superseded in the original document. This makes it clear which parts of the RPTP 2023-2031 are still relevant.



We did things differently and gave Aucklanders more travel choices, making everyday lives better.



↙ We launched Fareshare, an initiative which lets employers subsidise their employees' public transport costs. A great employee benefit that helps out with the cost of living, Fareshare also supports businesses to meet sustainability goals and encourages staff to use public transport.

Fareshare users have travelled over 2,500,000 million kms on public transport since signing up to Fareshare, reducing the environmental impact of GHG emissions from the equivalent of 132 standard cars driven for a year in New Zealand.

↑ 2024 saw the introduction of a new \$50 seven-day fare cap, which has benefited over 60,000 people since it launched.

This gives Aucklanders price certainty, allowing them to budget more easily by knowing they won't pay more than \$50 over seven days on AT buses, trains and inner harbour ferries.

↙ We introduced innovative technology to increase the efficiency of bus journeys by timing traffic lights to turn green when buses are approaching. It favours late running buses so they can move through busy intersections with ease.

Part 2
Service Plan



2.1 Progress made since the RPTP 2023-2031

The RPTP 2023-2031 outlines a ten-year service plan with details about each public transport service, including their planned improvements. AT has delivered a number of the improvements signalled in the RPTP since it was published, including:

- Central bus routes have improved, including the OuterLink, new frequent route 67 and frequent route 65 services.
- Completion of electrification of the railway line between Papakura and Pukekohe, unlocking faster, quieter and direct journeys to the city for people in Pukekohe, and those who will be using the future Drury Central, Drury West and Paerata stations.
- Introduction of the more frequent route 12 to replace route 120, providing more frequent and direct journeys on one of our most popular routes.
- Addition of the frequent route 94 between Takapuna and Beach Haven.
- Addition of route 999 in Warkworth and route 888 in Albany.
- Restoration of ferry routes to their full pre-covid service levels.
- Establishment of joint communication plans and collaborative forums with all public transport operators, to improve working relationships with frontline staff, and identify improvements to services.

2.2 Upcoming service improvements

Future changes signalled in the RPTP 2023-2031 are still on track to happen. Since the RPTP was published, we have completed more detailed planning work to support funding applications for the procurement of services. This planning has helped us fine-tune our service changes. An updated service plan, outlining what's next for each route, is provided at the end of this chapter. Closer to the implementation of these changes, AT will engage further with impacted communities.

Planned improvements for the next few years include:

Second half of 2025

- Along key central isthmus corridors, new evening services will provide more people with better public transport options until midnight.
- South Auckland will see increased bus services with three new connector routes, and improvements to two existing routes.

First Half of 2026

- South Auckland gets seven new routes, including four new frequent routes, that will serve new Drury rail stations and cater for growth in the region. This, combined with the previous round of changes, will significantly lift the service level of the bus network in the south.
- West Auckland gets four new bus routes, including two frequent routes. This will give the people of West Auckland better access to the rail network.

City Rail Link opens

The exact opening date for City Rail Link is not yet confirmed. Once finished, new rail services will replace our existing railway running patterns, and dramatically improve travel time, access and connectivity for large parts of Auckland.

2.3 Service Plan updates

Most of the service plan updates in this variation relate to the bus network. An updated bus service plan is included below. At this stage, there are no changes to rail and ferry services, but there are changes to AT’s on demand scheme.

Updates on ferry services

The RPTP 2023-2031 indicated possible removal of ferry services to Te Onewa Northcote Point and Gulf Harbour, to be confirmed at a later stage.

Gulf Harbour Ferry

The RPTP 2023-2031 proposed the removal of the Gulf Harbour ferry, to be replaced with rapid transit (NX2) and improved local bus services, after Penlink opens in 2028. Feedback opposing this proposal led AT to commission a study to identify and evaluate options, which included community consultation. There will be no reduction in ferry services for the foreseeable future, and associated bus improvements are on hold until the study confirms a final network. This future network is subject to further engagement with impacted communities.

Te Onewa Northcote Pt

The RPTP 2023-2031 proposed the removal of the Northcote Point ferry. After receiving oppositional community feedback, AT deferred this decision. We will be engaging in a competitive procurement process to inform options and costs, before determining the outcome for this service. Ferry route changes are subject to further engagement with impacted communities.

Update on AT Local

AT Local on-demand services will not roll out as previously indicated. On-demand services are useful in areas where likely patronage may not support a fixed service. However, their fare recovery rates are low, and the capacity of on-demand vehicles cannot support larger volumes of trips. In Takaanini, demand for the service has outstripped its capacity, undermining the usefulness of AT Local. This service will be replaced by a new local bus route to more reliably move larger amounts of people. Engagement on this replacement route will commence in July 2025.

In addition, plans for AT local in Pukekohe have been put on hold. This means that the recently improved routes 391, 392 and 393 will continue to operate as normal. AT will continue to explore suitable locations for on-demand services and refresh its plans.

Updated bus service plan

The following pages describe the updated service plan for bus services. All services in the plan are classified based on their role in the network. The Service Classification table (that has not changed from the RPTP 2023-2031), indicates the level of service users can expect from a certain route, given its classification. It can be found on page 94 of the 2023 RPTP.

All service changes planned in the RPTP 2023-2031 are still going ahead. The updated plan reflects changes that have already been implemented, and contains updated information for improvements that are still to happen.



Bus services

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
NX1	Northern Express 1	Hibiscus Coast Station to Britomart via Albany and all Busway stations	40	114	Rapid	Rapid	Frequency between Hibiscus Coast Station and Albany improved from 2027-28*
NX2	Northern Express 2	Albany to City universities via all Busway stations	41	115	Rapid	Rapid	Subject to ongoing planning and engagement on the future of PT services in the Whangaparāoa peninsula, this route could be extended to Whangaparāoa Station via Ō Mahurangi (PenLink), after it opens.
WX1	Western Express 1	Northwest To City Centre Via Motorway	110	110	Rapid	Rapid	City Centre route changed to Albert Street in the city from 2025.
AIR	AirportLink	Airport Link: Manukau to Airport via Puhinui	60	122	Rapid	Rapid	Extended to Botany via Te Irirangi Drive after Eastern Busway opening and Airport to Botany Stage 2*
CTY	CityLink	City Link: Wynyard Quarter to Karangahape Road via Queen St	1	121	Frequent	Frequent	N/A
INN	InnerLink	Inner Link: Britomart, Parnell, Newmarket, Karangahape Road, Ponsonby, Britomart	2	121	Frequent	Frequent	N/A
OUT	OuterLink	Outer Link: St Luke to Newmarket via Mt Albert, Pt Chevalier, Westmere, Wellesley St, Parnell	18	121	Frequent	Frequent	N/A
TMK	TāmakiLink	Tāmaki Link: Britomart to Glen Innes via Tamaki Dr and St Heliers	16	106	Frequent	Frequent	City Centre destination reviewed as part of the City Centre Bus Plan.
11T	Triangle Road	Northwest To City Centre Via Triangle Rd	110	110	Connector (Frequent route branch)	Connector (Frequent route branch)	City Centre route changed to Albert Street in the city from 2025.

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
11W	Waimumu Road	Northwest To City Centre Via Waimumu Rd	110	110	Connector (Frequent route branch)	Connector (Frequent route branch)	City Centre route changed to Albert Street in the city from 2025.
12	Upper Harbour	Henderson to Constellation Station via Greenhithe	110	110	Frequent	Frequent	N/A
13	Te Atatū Road	Te Atatū Peninsula Loop to Henderson	27	109	Frequent	Frequent	N/A
14	Lincoln Road	Lincoln Rd To New Lynn via Henderson	26	108	Frequent	Frequent	N/A
15	West Coast Road	Henderson to New Lynn via Henderson Valley Rd and West Coast Rd	N/A	108	N/A	Frequent	New route from 2026
172 becomes 17	Titirangi Road	Glen Eden to New Lynn via Titirangi	25	108	Connector	Frequent	Route upgraded to Frequent (with new number) from 2026
18	Great North Road	New Lynn to City Centre via Avondale and Great North Rd	5	103	Frequent	Frequent	City Centre route changed to Albert Street in the city from 2025.
20	Bond Street	St Lukes to Wynyard Quarter via Kingsland and Ponsonby	19	121	Frequent	Frequent	N/A
22N	New North Road and New Lynn	New Lynn to City Centre via Avondale and New North Rd	6	103	Connector (Frequent route branch)	Connector (Frequent route branch)	City Centre destination reviewed as part of the City Centre Bus Plan.
22R	New North Road and Rosebank	Rosebank Rd to City Centre via Avondale and New North Rd	6	103	Connector (Frequent route branch)	Connector (Frequent route branch)	City Centre destination reviewed as part of the City Centre Bus Plan.
24B	Sandringham Road and Blockhouse Bay	New Lynn to City Centre via Blockhouse Bay and Sandringham Rd	7	101	Connector (Frequent route branch)	Connector (Frequent route branch)	City Centre destination reviewed as part of the City Centre Bus Plan.
24R	Sandringham Road and Richardson Road	New Lynn to City Centre via Richardson Rd and Sandringham Rd	7	101	Connector (Frequent route branch)	Connector (Frequent route branch)	City Centre destination reviewed as part of the City Centre Bus Plan.

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
25B	Dominion Road and Blockhouse Bay	Blockhouse Bay to City Centre via Dominion Rd and Mt Eden Station	8	101	Connector (Frequent route branch)	Connector (Frequent route branch)	N/A
25L	Dominion Road and Lynfield	Lynfield to City Centre via Dominion Rd and Mt Eden Station	8	101	Connector (Frequent route branch)	Connector (Frequent route branch)	N/A
27H	Mt Eden Road and Hillsborough	Waikowhai to Britomart via Hillsborough Rd and Mt Eden Rd	9	105	Connector (Frequent route branch)	Connector (Frequent route branch)	N/A
27T	Mt Eden Road peak	Three Kings to Britomart via Mt Eden Rd	9	105	Peak	Peak	N/A
27W	Mt Eden Road and Waikowhai	Waikowhai to Britomart via Oakdale Rd and Mt Eden Rd	9	105	Connector (Frequent route branch)	Connector (Frequent route branch)	N/A
30	Manukau Road	Onehunga to City Centre via Royal Oak and Manukau Rd	10	105	Frequent	Frequent	City Centre destination reviewed as part of the City Centre Bus Plan.
31	East Tamaki Road	Mangere to Botany via Papatoetoe and Otara	63	122	Frequent	Frequent	Route rerouted to Ormiston Town Centre in conjunction with Eastern Busway delivery and AirportLink Extension*
32	Massey Road	Mangere to Sylvia Park via Ōtāhuhu	62	119	Frequent	Frequent	Additional evening trips from 2025
33	Great South Road	Papakura to Ōtāhuhu via Manurewa and Manukau	64	120	Frequent	Frequent	Additional evening trips from 2026
35	Chapel Road	Manukau to Botany via Chapel Rd and Ormiston	53	118	Frequent	Frequent	Additional evening trips from 2025. Extended to Howick via Chapel Road in conjunction with Eastern Busway delivery and AirportLink Extension*
36	Bader Drive	Manukau to Onehunga via Papatoetoe and Mangere	60	119	Frequent	Frequent	N/A

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
37	Roscommon Road	Manurewa to Burswood via Clendon, Puhinui, Preston Rd, Highbrook	N/A	120	N/A	Frequent	New route from 2026. Extended to Burswood Station with Eastern Busway opening*
38	Airport Industrial	Onehunga to Airport via Mangere	60	119	Frequent	Frequent	N/A
361 becomes 39	Clendon Park	Manurewa Interchange to Otara and MIT via Mahia Rd	64	120	Connector	Frequent	Route upgraded to Frequent (with new number) from 2026
376 becomes 40	Auranga	Ngaakooroa Station to Papakura Interchange via Auranga and Great South Rd	65	120	Connector	Frequent	Route upgraded to Frequent (with new number) from 2026. Route extension to Ngākōroa Station when opened.
41	Drury East	Drury East Loop	N/A	120	N/A	Frequent	New route to service Drury East area from 2029, subject to infrastructure being in place*
42	Paerātā	Paerātā Loop	N/A	120	N/A	Frequent	New route to service Paerātā area from 2026
50A	Waiheke Frequent – Seventh Avenue	Onetangi (Seventh Ave) to Matiatia via Ostend, Surfdale, and Oneroa	24	107	Connector (Frequent route branch)	Connector (Frequent route branch)	N/A
50B	Waiheke Frequent – Fourth Avenue	Onetangi (Fourth Ave) to Matiatia via Ostend, Surfdale, and Oneroa	24	107	Connector (Frequent route branch)	Connector (Frequent route branch)	N/A
64	Valley Road	Newmarket to Kingsland via Mt Eden (From 17th Nov 24 - St Lukes To Newmarket via Kingsland and Maungawhau)	19	121	Frequent	Frequent	N/A
65	Balmoral Road	Pt Chevalier to Glen Innes via St Lukes, Balmoral Rd, and Greenlane	19	102	Frequent	Frequent	N/A
66	Mt Albert Road	Sylvia Park to Pt Chevalier Beach via Royal Oak and Mt Albert	20	102	Frequent	Frequent	N/A

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
67A	Stoddard Road	New Lynn to Ōtāhuhu via Avondale, Stoddard Rd, and Onehunga	22	102	N/A	Connector (Frequent route branch)	N/A
67B	Stoddard Road and Ōtāhuhu	New Lynn to Onehunga via Avondale and Stoddard Rd	22	102	Connector (Frequent route branch)	Connector (Frequent route branch)	N/A
68	Richardson Road	New Lynn to Onehunga Station via Blockhouse Bay and Hillsborough	22	102	Frequent	Frequent	N/A
70	Ellerslie-Panmure Highway and Eastern Busway	Botany to Britomart via Pakuranga, Panmure, and Ellerslie	50	117	Frequent	Frequent	Additional evening trips with opening of Eastern Busway. City Centre destination reviewed as part of the City Centre Bus Plan.*
70H	Ellerslie-Panmure Highway nights	Britomart to Botany via Ellerslie, Panmure, Pakuranga, and Howick, late night Fri/Sat	55	117	Night	Night	N/A
72M becomes 72	Pakuranga Road and Meadowlands Drive	Botany to Panmure via Millhouse Dr, Meadowland Dr, and Howick	55	117	Connector (Frequent route branch)	Frequent	Route upgraded to Frequent (with new number) from 2027-28 with AirportLink extension*
72C	Pakuranga Road and Chapel Road	Botany to Panmure via Chapel Rd and Howick	55	117	Connector (Frequent route branch)	Connector (Frequent route branch)	Replaced from 2027-28 by 35 and 72*
72X	Pakuranga Road peak	Botany to Britomart via Millhouse Dr, Meadowland Dr, Howick, Panmure, and Southern Motorway, express and Southern Motorway, express Changing to: Botany to Britomart via Cockle Bay, Howick, and Eastern Busway	55	117	Peak	Peak	Route changed with opening of Eastern Busway. City Centre destination reviewed as part of the City Centre Bus Plan.*
74	Mt Wellington Highway	Onehunga to Glen Innes via Sylvia Park and Panmure	14	102	Frequent	Frequent	N/A
75	Remuera Road	Glen Innes to Wynyard Quarter via St Johns Rd and Remuera Rd	12	106	Frequent	Frequent	Additional evening trips from 2025
76	Kepa Road	Glen Innes to Britomart via West Tamaki Rd and Eastridge	16	106	Frequent	Frequent	City Centre destination reviewed as part of the City Centre Bus Plan.

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
814 becomes 81	Lake Road	Akoranga to Devonport via Takapuna and Narrow Neck	43	113	Connector	Frequent	Route upgraded to Frequent by 2027*
82	Hurstmere Road	Milford to City Centre via Takapuna	44	113	Frequent	Frequent	N/A
83	East Coast Bays	Massey University to Takapuna via Albany, Browns Bay, and Constellation	45	111	Frequent	Frequent	Additional evening trips from 2027-28*
94	Northcote and Beach Haven	Beach Haven to Takapuna	38	112	Frequent	Frequent	N/A
95B	Glenfield Road and Bayview	Bayview to Britomart via Glenfield Rd	35	112	Connector (Frequent route branch)	Connector (Frequent route branch)	City Centre destination reviewed as part of the City Centre Bus Plan.
95C	Glenfield Road and Sunset Road	Constellation Station to Britomart via Glenfield Rd	35	112	Connector (Frequent route branch)	Connector (Frequent route branch)	City Centre destination reviewed as part of the City Centre Bus Plan.
97B	Beach Haven via Birkdale Road	Britomart to Beach Haven via Birkdale Rd	39	112	Connector (Frequent route branch)	Connector (Frequent route branch)	Additional evening trips from 2025. City Centre destination reviewed as part of the City Centre Bus Plan.
97R	Beach Haven via Rangatira Road	Britomart to Beach Haven via Rangatira Rd	39	112	Connector (Frequent route branch)	Connector (Frequent route branch)	Additional evening trips from 2025. City Centre destination reviewed as part of the City Centre Bus Plan.
99	Gulf Harbour	Gulf Harbour to Whangaparāoa via Little Manly	N/A	116	N/A	Frequent	This is subject to ongoing planning and engagement on the future of PT services in the Whangaparāoa peninsula. Possible route for introduction after Ō Mahurangi (PenLink) opens, replacing part of current 982.
101	Western Suburbs peak	Pt Chevalier Beach to City universities via Westmere and Herne Bay	19	121	Peak	Peak	N/A

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
105	Richmond Road	Westmere to Britomart via Richmond Rd	3	121	Connector	Connector	N/A
106	Freemans Bay	Freemans Bay Loop	3	121	Connector	Connector	30-minute frequency at all times from 2025
111	Royal Heights	Royal Heights Loop	29	109	Local	Connector	Route upgraded to Connector from 2026
112	Wisely Road	Westgate to Hobsonville Point via West Harbour Changing to: Westgate to Hobsonville Point via West Harbour and Scott Point	29	109	Connector	Connector	Route extension into Scott Point via Joshua Carder Drive. Timing dependant on road infrastructure being delivered.
113	Spedding Road	Westgate to Hobsonville Point via Spedding Rd	N/A	109	N/A	Connector	New route following opening of the new Spedding Road motorway overbridge. Timing dependant on infrastructure being delivered.
114	Northern Whenuapai	Westgate to Hobsonville Point via Whenuapai	29	109	Local	Local	N/A
115	Riverlea	Whenuapai to Westgate via Trig Rd	N/A	109	N/A	Connector	New route to service Whenuapai area from 2026
116	West Hills	West Hills Loop	29	109	Local	Connector	Upgrade to Connector from 2026.
117	Redhills	Lincoln Rd to Westgate via Redhills	N/A	109	N/A	Connector	New route from 2027-28*
122	Huapai North	Huapai to Westgate	30	109	Rural Township	Rural Township	Additional weekend trips from 2026
123	Huapai South	Huapai Triangle To Westgate Via Kumeu	30	109	Rural Township	Rural Township	Additional weekend trips from 2026
125	Helensville	Helensville to Westgate via Huapai	30	109	Rural Township	Rural Township	N/A
126	Riverhead	Westgate to Albany via Rivershead and Coatesville	29	109	Rural Township	Rural Township	Additional peak and weekend trips from 2026
128	Kahikatea Flat Road	Helensville to Hibiscus Coast Station via Kaukapakapa and Waitoki	30	116	Rural Township	Rural Township	N/A

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
135	Edmonton Road	Te Atatu (Totara Rd) to Henderson	27	109	Connector	Connector	N/A
143	Sturges Road	Ranui to Henderson via Sturges Rd	28	109	Connector	Connector	Additional evening trips from 2026
145	Western Heights	Lincoln Rd To Henderson Via Western H	28	109	Connector	Connector	N/A
147	Swanson Road	Waitakere Township to Henderson	28	109	Local	Local	N/A
148	Universal Drive	Ranui To Lincoln Rd	28	109	Local	Local	Additional weekend trips from 2026
149	Rosebank Road	Ranui To New Lynn Via Rosebank	28	109	Weekday Connector	Weekday Connector	N/A
152	Sunnyvale	Henderson to New Lynn via Sunnyvale and Glen Eden	28	108	Local	Connector	Route upgraded to Connector from 2026 and re-routed via Pisces Road
154	Glen Eden	Henderson to New Lynn via Bruce McLaren Rd and Glen Eden	28	108	Connector	Connector	Additional evening trips from 2026 and re-routed via Glengarry Road.
161	Brains Park	New Lynn to Brains Park	25	108	Local	Connector	Route upgraded to Connector from 2026
162	Glendene	Henderson to New Lynn via Glendene	26	108	Connector	Connector	Additional peak and evening trips from 2026
170	Titirangi South	Titirangi South to New Lynn	25	108	Local	Local	N/A
171	Laingholm	Laingholm to New Lynn via Titirangi	25	108	Local	Local	Additional trips from 2026
186	South Lynn Loop	South Lynn Loop	25	108	Connector	Connector	Additional trips from 2026
191	Whitney Street	New Lynn to Lynfield via Avondale and Blockhouse Bay	25	108	Local	Local	N/A

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
195	Blockhouse Bay Road	New Lynn to City Centre via Green Bay, Blockhouse Bay, Avondale, and Great North Rd	25	108	Connector	Connector	City Centre route changed to Albert Street in the city from 2025. Additional morning and evening trips in 2026.
209	Titirangi Peak	Titirangi to City Centre via Green Bay and New North Rd	25	108	Peak	Peak	City Centre route changed to Albert Street in the city from 2025.
252	Lynfield peak	Lynfield to City Centre via Dominion Rd and Ian McKinnon Dr	8	101	Peak	Peak	N/A
253	Blockhouse Bay peak	Blockhouse Bay to City Centre via Dominion Rd and Ian McKinnon Dr	8	101	Peak	Peak	N/A
295	Royal Oak	Ellerslie to City Centre via Royal Oak and Epsom	17	104	Connector	Connector	Route change from 2027-28 to travel via Broadway in Newmarket, via Owens Road/Alpers Avenue. City Centre destination reviewed as part of the City Centre Bus Plan.*
298	One Tree Hill	Onehunga to Sylvia Park via Ellerslie	14	104	Local	Connector	Route upgraded to Connector from 2027-28*
309	Pah Road	Mangere to City Centre via Onehunga and Pah Rd	61	119	Connector	Connector	Additional peak trips from late 2025. Minor route variations, and City Centre destination reviewed as part of the City Centre Bus Plan.
309X	Pah Road peak	Mangere to City Centre via Pah Rd, express	61	N/A	Peak	N/A	Removed late 2025 with introduction of 311.
311	Favona Road	Mangere Bridge to Otahuhu Station via Favona Rd	N/A	119	N/A	Connector	New route to service northern Māngere area from 2026.
313	Aorere	Mangere to Manukau via Papatoetoe	63	122	Connector	Connector	N/A
314	Ormiston Road	Mission Heights to Middlemore via Otara	63	122	Connector	N/A	Replaced by route 356 when it comes online.
321	Hospitals	Middlemore to Britomart via Ōtāhuhu and Greenlane Clinical Centre	17	104	Local	Local	Additional daytime trips from 2027-28*

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
323	Panama Road	Ōtāhuhu to Panmure via Panama Rd and Carbine Rd	14	104	Connector	Connector	N/A
324	Boggust Park	Mangere to Seaside Park via Ōtāhuhu Changing to: Ihumāto to Ōtāhuhu via Boggust Park	62	119	Local	Connector	Route upgraded to Connector from 2025 and extended to Ihumāto
325	Ōtara	Manukau to Mangere via Otara and Ōtāhuhu	62	122	Connector	Connector	Additional weekend trips from 2025
326	Tidal Road	Mangere to Ōtāhuhu via Tidal Rd, Portage Rd, and Earlsworth Rd Changing to: Mangere to Middlemore via Tidal Rd, Portage Rd, and Earlsworth Rd/Grey Ave	62	122	Local	Connector	Route upgraded to Connector from 2025, and terminates at Middlemore.
327	Seaside Park	Ōtāhuhu to Seaside Park	N/A	119	N/A	Connector	New route to service Seaside Park area from 2025
351	Highbrook	Ōtāhuhu to Botany via Highbrook	54	118	Weekday Connector	Weekday Connector	N/A
352	East Tamaki peak	Manukau to Panmure via East Tamaki and Highbrook	54	118	Peak	Peak	Route changed to run via Chapel Road between Manukau and Accent Drive once 37 introduced from 2026
353	Harris Road	Manukau to Botany via Chapel Rd, Ormiston, and Mission Heights	54	118	Connector	Connector	Extended to Burswood Station with Eastern Busway opening*
354	Smales Road	Half Moon Bay to Middlemore Hospital via Botany and Ōtara	N/A	118	N/A	Connector	New route for implementation in conjunction with Eastern Busway delivery and AirportLink Extension*
355	Mission Heights	Botany to Manukau via Mission Heights and Ormiston	53	N/A	Connector	N/A	Additional evening trips from 2025. Route replaced by 357 and 358 with Eastern Busway delivery and AirportLink Extension*
356	Ormiston Rise	Manukau to Middlemore via Ormiston	N/A	122	N/A	Connector	New route to serve eastern Flat Bush, replacing route 314, once infrastructure ready.

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
357	Hikuwai Road	Manukau to Ormiston	N/A	118	N/A	Connector	New route for implementation in conjunction with Eastern Busway delivery and AirportLink Extension*
358	Kilkenny Drive	Half Moon Bay to Ormiston via Botany and Howick	N/A	118	N/A	Connector	New route for implementation in conjunction with Eastern Busway delivery and AirportLink Extension*
362	Weymouth	Manukau to Weymouth via Manurewa and Clendon	64	120	Connector	Connector	Route changed to travel via full length of Wordsworth Road not Rowandale Avenue with introduction of 39 from 2026
363	Wattle Downs	Manurewa to Wattle Downs	64	120	Local	Local	Additional daytime, evening, and weekend services from 2026
364	Takaanini-Papakura	Manurewa Station to Papakura Station via Takaanini	N/A	120	N/A	Connector	Potential new route to replace AT local from 2026, subject to engagement with the local community.
365	Randwick Park	Papakura to Manukau via Takaanini, Randwick Park, Manurewa, and Homai	64	120	Connector	Connector	Additional evening and weekend services from 2026
366	The Gardens	Manurewa to Manukau via The Gardens	64	120	Connector	Connector	Additional evening and weekend services from 2026
372	Keri Hill loop	Papakura to Sheehan Ave and Clevedon Rd	65	120	Connector	Connector	Additional evening and weekend services from 2026
373	Red Hill	Papakura to Red Hill	65	120	Local	Local	N/A
377	Rosehill	Papakura to Rosehill	65	120	Connector	Connector	N/A
378	Hingaia loop	Papakura to Karaka Harbourside	65	120	Connector	Connector	Route extension into Hingaia from 2026
379	Clarks Beach	Papakura to Clarks Beach	N/A	120	N/A	Rural Township	New route to service Clarks Beach area from 2026, as new Southern train stations open

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
384	Ramarama	Drury to Ramarama	N/A	120	N/A	Connector	New route to service Ramarama area from 2026, as new Drury station opens
391	Pukekohe Northeast loop	Pukekohe Northeast Loop	67	120	Connector	Connector	Additional trips for improved connection to City Rail Link, and addition of Cape Hill Road loop in 2026.
392	Pukekohe Northwest loop	Pukekohe Northwest Loop	67	120	Connector	Connector	Additional trips for improved connection to City Rail Link, and addition of North West Loop in 2026.
393	Pukekohe South loop	Pukekohe South Loop	67	120	Connector	Connector	Additional trips for improved connection to City Rail Link, and addition of Pukekohe South Loop 2026.
394	Paerata Road	Pukekohe to Papakura Station via Wesley College and Paerata Heights	67	120	Connector	Connector	Current route will be redirected to end at Paerātā Station when it opens. Additional trips for improved connection to Paerātā Station and City Rail Link, as well as extended operating hours in 2026.
395	Waiuku peak	Papakura to Waiuku Changing to: Paerātā to Waiuku	67	120	Peak	Peak	Route diverted to Paerātā once it opens.
396	Waiuku	Pukekohe to Waiuku via Patumahoe	67	120	Rural Township	Local	Route upgraded to all day service in 2026, as new Southern train stations open.
501	Kennedy Point	Kennedy Point to Matiatia via Surfdale and Oneroa	24	107	Local	Local	N/A
502	Rocky Bay	Ōmiha (Rocky Bay) to Matiatia via Ostend, Palm Beach, and Oneroa	24	107	Connector	Connector	N/A
503	Waiheke summer	Matiatia to Oneroa (summer only, one direction only)	24	107	Local (summer only)	Local (summer only)	N/A

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
705	Meadowlands peak	Howick to Panmure via Meadowlands	N/A	117	N/A	Peak	New route after Eastern Busway opens*
706	Ormiston peak	Ormiston to Panmure via Eastern Busway	N/A	117	N/A	Peak	New route after Eastern Busway opens*
711	Reeves Road	Howick to Panmure via Cascades Road	52	118	Local	Connector	Route upgraded to Connector from 2027
712	Bucklands Beach	Panmure to Bucklands Beach via Casuarina Rd	52	118	Connector	Connector	Additional peak and evening trips from 2027-28*
733	Aviemore Drive	Bucklands Beach to Botany via Highland Park	52	118	Local	Connector	Route upgraded to Connector from 2027
734	Botany Road	Half Moon Bay to Botany via Highland Park	52	118	Local	N/A	Route upgraded to connector and then replaced by 354, in conjunction with Eastern Busway delivery and AirportLink Extension*
735	Cockle Bay	Half Moon Bay to Botany via Howick and Shelly Park	52	118	Local	N/A	Route upgraded to connector and then replaced by 358, in conjunction with Eastern Busway delivery and AirportLink Extension*
738	Pine Harbour	Maraetai to Pine Harbour via Beachlands	52	118	N/A	Rural Township	New route from 2025
739	Beachlands	Maraetai to Botany via Beachlands, Whitford, and Ormiston	52	118	Local	Local	Route via Ninth View Avenue when this road is completed. Beachlands loop will become two-way
744	Mt Taylor	Panmure to St Heliers via Glen Innes	14	104	Connector	Connector	Additional peak and evening trips from 2027-28*
747	Stonefields	Panmure to Glen Innes via Stonefields	14	104	Connector	Connector	N/A
751	Marua Road	Panmure to Newmarket via Marua Rd and Remuera Rd	12	106	Local	Connector	Additional peak and evening trips from 2027-28*

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
755	Portland Road	Benson Rd to Britomart via Portland Rd and Gladstone Rd Changing to: Ōrākei to Britomart via Portland Rd and Gladstone Rd	17	104	Connector	Connector	Additional evening trips from 2026, with route extension to Ōrākei Station
774	Long Drive peak	Mt Taylor Dr to Britomart via Long Dr and Tamaki Dr	16	106	Peak	Peak	City Centre destination reviewed as part of the City Centre Bus Plan.
775	Glendowie peak	Glendowie to Britomart via St Heliers and Tamaki Dr	16	106	Peak	Peak	N/A
781	Victoria Avenue	Mission Bay to Auckland Museum via Ōrākei and Newmarket	17	104	Connector	Connector	N/A
782	Meadowbank	Sylvia Park to Mission Bay via Ellerslie and Meadowbank	14	104	Local	Connector	Route upgraded to Connector from 2027-28*
783	Eastern Suburbs loop	Eastern Bays Loop	14	104	Local	Local	N/A
801	Bayswater	Akoranga to Bayswater Wharf via Takapuna	43	113	Connector	Connector	N/A
802	Bayswater peak	Bayswater to City Centre	43	113	Peak	Peak	N/A
805	Ngataranga Road	Belmont shops to Devonport via Lake Rd	43	113	Local	Local	Improved to an hourly service, 7 days a week, from 2027*
806	Stanley Point	Devonport to Stanley Pt	43	113	Connector	Connector	N/A
807	Cheltenham	Devonport to Cheltenham	43	113	Connector	Connector	N/A
842	Crown Hill peak	Crown Hill to Smales Farm	44	113	Peak	Peak	Additional trips from 2027*
843	Sunnynook	Constellation to Smales Farm via Sunnynook and Crown Hill	44	113	Connector	Connector	Additional evening trips from 2027*
845	Nile Road	Milford to Takapuna via Nile Rd	36	113	Local	Local	N/A

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
856	Beach Road	Albany to Takapuna to Torbay, Browns Bay, and Castor Bay	45	111	Connector	Connector	Route via Rising Parade once East Coast and Glenvar Roads intersection signalised. Timing dependant on infrastructure being delivered.
861	Long Bay	Long Bay to Constellation via Albany and Bush Rd	45	111	Connector	Connector	Additional peak, daytime, and evening trips from 2027*
864	Rosedale Road	Browns Bay to Albany Village via Rosedale	N/A	111	N/A	Connector	New route once Rosedale Station opens.*
865	Oaktree Avenue	Browns Bay to Albany via Oaktree Ave Changing to: Browns Bay to Massey University via Oaktree Ave	45	111	Connector	Connector	Route changed to Browns Bay – Massey University (not Albany Station) once Rosedale Station opens.*
866	Northern Busway and Newmarket	Albany to Newmarket via all Busway stations and Ponsonby	42	115	Weekday Connector	Weekday Connector	N/A
871	Forrest Hill Road	Constellation to Takapuna via Forrest Hill Rd and Smales Farm	44	113	Connector	Connector	N/A
878	East Coast Road	Constellation to Browns Bay via East Coast Rd and Weatherly Rd	45	111	Connector	Connector	N/A
883	Schnapper Rock	Constellation to Schnapper Rock	34	111	Connector	Connector	Additional evening trips once Rosedale Station opens
884	North Harbour Industrial loop anticlockwise	Constellation to North Harbour Industrial Estate Loop anticlockwise	34	111	Weekday Connector	Weekday Connector	N/A
885	North Harbour Industrial loop clockwise	Constellation to North Harbour Industrial Estate Loop clockwise	34	111	Weekday Connector	Weekday Connector	N/A
888	Gills Road loop	Albany Heights Loop	34	111	Connector	Connector	N/A
889	Hugh Green Drive	Albany to Constellation via Hugh Green Dr Changing to: Albany to Rosedale via Hugh Green Dr	34	111	Connector	Connector	Amended to Albany Station - Rosedale Station once Rosedale Station opens.*

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
901	Wairau Valley	Constellation to Smales Farm via Unsworth Dr and Wairau Rd	36	113	Connector	Connector	N/A
902	Upper Harbour Drive	Kyle Rd to Constellation via Sunset Rd	45	111	Connector	Connector	N/A
906	Windy Ridge	Constellation to Smales Farm via Glenfield and Windy Ridge	36	112	Local	Connector	Additional trips at all times of day from 2026. Windy Ridge two-way once Roberts and Glenfield Roads intersection is signalised.
907	Campbells Bay	Constellation to Campbells Bay via Sunnynook Changing to: Constellation to Rosedale via Campbells Bay and Sunnynook	36	113	Local	Local	Route extended to Rosedale Station from Campbells Bay, with additional evening trips, once Rosedale Station opens.*
917	Albany Highway	Albany to Birkenhead Wharf via Albany Highway and Glenfield Rd	35	112	Connector	Connector	N/A
923	Northcote	Akoranga to City Centre via Hillcrest and Northcote	37	113	Connector	Connector	Additional evening trips from 2025
924	Northcote peak	Hillcrest to City Centre via Northcote	37	113	Peak	Peak	N/A
926	Hillcrest	Glenfield to Akoranga via Hillcrest West	36	112	Connector	Connector	N/A
928	Northcote Point	Smales Farm to Northcote Point via Northcote	36	112	Local	Connector	Route upgraded to Connector from 2027*
931	Chatswood	Chatswood to City universities via Customs St	39	112	Local	Local	N/A
933	Verbena Road	Beach Haven Wharf to City universities via Customs St	39	112	Local	Connector	Route upgraded to Connector (adding weekend service) from 2027*
939	Windy Ridge peak	Windy Ridge to City universities via Glenfield Rd and Customs St	35	112	Peak	Peak	Windy Ridge two-way once Roberts and Glenfield Roads intersection is signalised.
941	Kaipātiki	Beach Haven to Takapuna via Glenfield and Smales Farm	38	112	Connector	Connector	N/A

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
966	Highbury and Newmarket	Beach Haven to Newmarket via Ponsonby	39	112	Weekday Connector	Weekday Connector	N/A
981	Orewa	Waiwera to Hibiscus Coast Station via Orewa	46	116	Connector (to Orewa)	Connector (to Orewa)	N/A
982	Whangaparāoia	Gulf Harbour to Hibiscus Coast Station via Shakespear Rd and Whangaparaoa	46	116	Connector (to Little Manly)	Connector (to Little Manly)	This service is being reviewed as part of the Whangaparāoia Peninsula transport study. To be confirmed in a future update of the RTPP.
983	Red Beach	Gulf Harbour to Hibiscus Coast Station via Whangaparaoa and Red Beach	46	116	Local	Local	This service is being reviewed as part of the Whangaparāoia Peninsula transport study. To be confirmed in a future update of the RTPP.
984	Maygrove	Orewa to Hibiscus Coast Station via Maygrove	46	116	Local	Local	N/A
985	Millwater	Orewa to Hibiscus Coast Station via Millwater	46	116	Connector	Connector	N/A
986	Dairy Flat	Albany to Hibiscus Coast Station via Dairy Flat	46	116	Local	Local	N/A
987	West Hoe Heights	Orewa to Hibiscus Coast Station via Ara Hills	N/A	116	N/A	Connector	New route from 2027-28*
988	Gulf Harbour Ferry Connection	Gulf Harbour Ferry to The Plaza via Army Bay	46	N/A	Local	Local	This service is being reviewed as part of the Whangaparāoia Peninsula transport study. To be confirmed in a future update of the RTPP.

Route Number	Route Name	Route Description Routes generally operate all trips to all destinations listed, but some exceptions apply	Unit		Level of Service		Planned service changes
			Current (2025)	Future (2031)	Current (2025)	Future (2031)	
989	Mildale	Hibiscus Coast Station to Mildale loop	47	116	Connector	Connector	Route will extend to cover more of the Mildale area as development continues, and connect to Silverdale once Highgate Bridge completed, likely in 2025
995	Warkworth	Warkworth to Hibiscus Coast Station	48	116	Connector	Connector	N/A
996	Snells Beach	Warkworth to Algies Bay via Snells Beach	48	116	Rural Township	Local	Route upgraded to Local from 2027-28*
997	Matakana	Warkworth to Omaha via Matakana and Pt Wells	48	116	Rural Township	Local	Route to be upgraded to Local between Matakana and Warkworth from 2027-28*
998	Wellsford	Warkworth to Wellsford	48	116	Rural Township	Rural Township	N/A
999	Warkworth Loop	Warkworth Loop	48	116	Local	Local	N/A
N10	Māngere nights	Britomart to Otara via Royal Oak, Onehunga, Mangere, and Papatoetoe, late night Fri/Sat	63	119	Night	Night	This has been removed in favour of additional late night trips on route 30 (which would extend to Ōtara)

* Service improvements after the 2026/2027 financial year are subject to future funding applications.

In 2025, we already made some key improvements.

Papakura to Pukekohe electrified



In February, electric trains ran to Pukekohe for the first time. After not having trains for 2.5 years, the Pukekohe community was rewarded with direct trips to the City Centre.

Simplifying fare structure



We have made our fare structure much simpler and easier for everyone to understand. We have reduced the amount of zones from 14 to 9, and on buses and trains we have only charge for a max of four zones no matter how far you travel. This future-proofs our network for growth to ensure people who travel long distances can access travel options that are fair and equitable.

More frequent routes



In April, we introduced the new frequent bus route 12 running between Henderson and Constellation Drive via Westgate. This took us to 43 frequent routes and almost half of all Aucklanders will be within walking distance of a frequent service.

Part 3
Infrastructure and facilities



3.1 Delivering infrastructure and facilities to support our network

To operate a safe, fast and reliable public transport system, we rely on infrastructure and fleet that is fit for purpose and has sufficient capacity to grow the network. Public transport infrastructure involves more than just bus stops or stations. It includes things like wayfinding, facilities for bus drivers, bus-boosters, depots, park and rides and CCTV. AT is responsible for delivering some of this public transport infrastructure, but large contributions are also made by other agencies, like KiwiRail, NZTA, and the City Rail Link Alliance.

Together with these agencies, we’ve already delivered some great new and improved infrastructure since the RPTP 2023-2031 came into effect. Some highlights include:

- Completion of the electrification of the Papakura to Pukekohe rail tracks.
- Arrival of the first new electric double-deckers, added to our network from April 2025 onwards. We now have a total of 255 electric buses in our fleet.
- Addition of 2.5 kilometres of new bus priority measures and extended operating hours for another 4.5 km of routes. Another 4+ km bus priority lanes will be added in the next 12 months.
- Completion of bus layover and neighbourhood interchanges associated with the cross-town bus changes that happened in November 2023.
- The ongoing roll-out of bus driver safety screens. By June 2026, driver screens will be installed onto 80% of Auckland’s bus fleet.

3.2 Infrastructure programme

AT’s investment priorities, as outlined in the Regional Land Transport Plan 2024–2034, have changed slightly compared to the infrastructure plan outlined in the RPTP 2023-2031. The following table provides an updated overview of the infrastructure we can deliver under the approved funding plan. It is largely aligned with the table provided in the RPTP 2023-2031.

Pine Harbour and Bayswater ferry improvements, level crossing removals, a future Whangaparāoa station and bus facilities at Panmure are now all fully or partially funded. Improvements to Rosedale Road, needed after the new Rosedale station is finished, are no longer funded at this stage. Indicative delivery years in the table have been updated to reflect the latest construction estimates.

Location	Requirement	Indicative delivery year	Funding status
Bus Facilities			
Panmure	Bus layover is needed, to support an increase in terminating services after the opening of Eastern Busway	2027	Partially Funded
Crosstown neighbourhood interchanges	Crosstown service improvements require improved infrastructure for customers transferring between services. Neighbourhood Interchanges will be installed at the Balmoral Road and Mt Eden Road intersection, and at the Manukau Road and Green Lane West intersection.	2024	Completed
St Lukes	Bus layover is required to provide space for terminating services as part of the Crosstown service improvements.	2024	Completed
Glen Innes	Current facilities operate at or near capacity, and an increase in services is planned, so investigation is required to understand how to accommodate this increase	2031	Aspirational
Onehunga	Current facilities operate beyond their capacity, and aspirations for service uplift will require additional active stop space and driver layover facilities	2027	Aspirational
New Lynn	On-street layover in the area operates above capacity, a dedicated off street facility is needed close to the station to enable service improvements	2031	Aspirational
Henderson	Bus station and layover improvements are needed to realise the potential of Henderson following the upgrade of the train station after the CRL opens	2031	Aspirational
Sylvia Park	Dedicated bus facilities that support end of trip requirements (first stop/last stop and bus layover) and support the population increase in the metropolitan centre changes are required	2027-2029	Funded
Newmarket	Off-street layover is required to provide sufficient bus capacity for central isthmus bus routes and enable network improvements. Bus charging facilities are needed to support bus routes that start a long distance from bus depots	2025-2027	Funded



Ferry great effort

Ferry services got back to full timetables five months ahead of schedule after working with Fullers360 to up-skill existing crew and train new recruits. We scaled back some ferry services in October 2023 to enable an accelerated training programme to address gaps in the maritime workforce. Expected to take 18 months, it took just over a year to reinstate all of these services to their full timetables.



Driver safety screens



We worked closely with Ritchies on an early rollout of 33 driver protection screens for buses based at their Takanini and Albany depots. So far, we have delivered over 250 driver safety screens on buses across Auckland.

Green bus shelters



We installed 13 bus shelters with roofs unlike any other. It's the start of a programme to introduce low maintenance living roofs around south, east and west Auckland to improve biodiversity and increase the permeable surface area across the city. Added benefits include better stormwater treatment, improved air quality, temperature regulation and improved physical and mental wellbeing for our communities.



Location	Requirement	Indicative delivery year	Funding status
Point Chevalier	Off-street layover is required to enable network improvements and provide sufficient bus capacity for central isthmus bus routes. Bus charging facilities are needed to support long distance bus routes that start a long distance from bus depots	2025-2027	Aspirational
City Centre Bus Plan	At Downtown, improvements are necessary to improve customer experience in the precinct, and to enable through running of more services along Customs St. In Midtown, bus stops are currently dispersed, which creates a confusing customer experience. Improvements will overload current capacity. New PT infrastructure is required on Wellesley St to realise the potential of the City Centre master plan and investment in the CRL.	2027-29	Funded
Driver facilities, depots and Charging	Region-wide bus depots and charging infrastructure so ensure we can efficiently operate our bus network and manage the bus fleet. Includes driver toilets at Sylvia Park, Wellesley, and Nelson Street.	2034	Funded

Stations

Rosedale Station	A new bus station will provide access to the Northern Busway for the wider area (including the East Coast Bays) through connecting bus services.	2027-28	Funded
Whangaparāoa	The opening of O Mahurangi Penlink presents an opportunity for significant improvement to the public transport network. Depending on the Whangaparāoa Transport Study, a bus station at the Whangaparāoa end is necessary for these improvements to be enabled	2028-29	Funded
Botany Station	A new bus station is required to support services from the Eastern Busway.	2031	Funded
Westgate Station	The current and expected population growth requires a station at Westgate to enhance customer experience, improve operational efficiency and support future rapid transit investment.	2026-2027	Funded
Karangahape Road CRL Improvements	Upgrading streetscapes around the Karanga-a-Hape Station to improve station access.	2026-2027	Funded
Station access improvements	Various RLTP projects and programmes are aimed at improving wayfinding, safety and access in and around stations and PT interchanges.	Ongoing	Funded
Park and Ride Programme	Implementation of Park and Rides at new stations in the region	Ongoing	Funded

Location	Requirement	Indicative delivery year	Funding status
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Rapid Transit Corridors

Eastern Busway	Staged completion of the Eastern Busway will provide frequent and reliable rapid transit between the eastern suburbs and central isthmus. Final stage between Guys Reserve and Botany Station not funded.	2024-2028	Under Construction (Stage 4 not funded)
Northern Busway Improvement	Progressively increase the capacity of the Northern Busway, to meet strong and growing passenger demand. Staged improvements involve expanding the capacity of busway stations, improving city centre bus infrastructure, and filling in ‘gaps’ in the busway. Making greater and more efficient use of the existing infrastructure will defer the need for a second north shore rapid transit corridor.	2027-2031	Funded
Airport to Botany	Route protection - Notice of Requirement for acquisition of land to enable implementation construction of the full Airport to Botany Bus Rapid Transit. Interim bus improvements - New bus facilities and priority along Te Irirangi Drive (within existing road corridor) to extend existing AirportLink bus service to Botany (from Manukau) and enhance the customer offering.	2024-2031	Funded
Northwest Bus Improvements	Improvements to enhance the Interim Northwest Rapid Transit corridor	2026-27	Funded

Bus Route Enhancements

Carrington Road Improvement	Development of the corridor to support public transport and improvements active modes in response to the population growth of the Unitec Precinct development.	2026-28	Funded
Great North Road Improvements	Corridor upgrade to Great North Road between Karangahape Road and Grey Lynn to support ongoing intensification. Includes extended bus lanes, consolidated bus stops and enhanced access to bus stops via active modes.	2026	Funded
City Centre Bus Priority	Bus priority measures are required on Albert Street, Vincent Street, 2024-2027 Funded priority Pitt Street and Mayoral Drive to ensure the value of the Northwestern bus improvements and the City Rail Link are realised	2024-2027	Funded
Rosedale Road	Bus priority lanes to improve reliability and cater to increased bus volumes on the east-west corridor between the East Coast Bays and the Northern Busway. Not needed until bus network changes associated with Rosedale Station come into effect.	2031	Aspirational
Regional Bus Optimisation Programmes	Regional bus priority programmes, further neighbourhood interchanges, double decker clearances, and other improvements supporting the bus network.	Ongoing	Funded

Location	Requirement	Indicative delivery year	Funding status
Ferry Enhancements			
Pine Harbour	A new fit for purpose terminal is required to address the size constraints of vessels that can operate on this route to resolve capacity constraints and improve customer experience	2028	Funded
Bayswater	A new fit for purpose terminal is required by July 2031 when the existing lease agreements end. This new facility will also resolve vessel size constraints, improve customer experience and allow for easier connections with buses	2029	Funded
Devonport	Completion of the final stage of terminal upgrade works.	-	Aspirational
Downtown Ferry terminal	Improvements to wharf access and customer experience	-	Aspirational
Charging Infrastructure	Required to support electric ferries.	2023-2028	Partially Funded
Half-Moon Bay vehicle Fery	Third ramp and site reconfiguration for resilience and to allow for an increase in service provision for the Waiheke vehicle service.	-	Aspirational
Kennedy point Vehicle ferry terminal	Second ramp and site reconfiguration for resilience and to allow l vehicle ferry for an increase in service provision for the Waiheke vehicle service.	-	Aspirational
Train Enhancements			
Level Crossing Removals	Level crossings will require either separation or closure to ensure the road network is not congested, and improve safety outcomes, following the increase in train frequencies after the CRL opens. Takaanini level crossing removals are now funded.	2031	Partially Funded
Gate and Ticket line enhancement	Improving fare recovery and improving passenger safety by gating enhancement high priority stations	2031	Funded
Stabling and depots for CRL	New rolling stock procured for CRL will require new depot(s)	2027-28	Funded

3.3 Progress updates on related matters

The RTP 2023-2031 signalled the development of a Park and Ride Framework to more effectively manage, operate and improve existing and future park and rides. This was meant to be completed in 2024, but has been delayed. The Park and Ride framework will be completed in 2025.

The RTP 2023-2031 noted we would roll out our first electric ferries in 2024. Unfortunately, longer than expected construction times, and the programme not receiving all the funding we needed, has caused delays. We are still committed to lower the emissions of the ferry network, and have procured two fully electric and two hybrid ferries. This is partly funded through the Climate Action Transport Targeted Rate, and Central Government funding. We expect these vessels to come into operation in stages during 2025 and 2026.



Rapid transit rapidly approaching

Auckland's Rapid Transit Network map →



↖ Rapid transit is central to the success of great public transport around the world. Together with the NZ Transport Agency and KiwiRail, we have already made great progress building rapid transit with rail and the Northern Busway, and the Eastern Busway on its way. Realising the benefits of CRL is in our sightlines – in 2026 it'll be the biggest change the city has seen since the introduction of the harbour bridge. The new Westgate bus station will also open in 2026, along with three new train stations in Drury.



WX1 going fully electric

↑ 26 new electric double-decker buses have arrived and are in service, making the WX1 fully electric in 2025.

Low emission ferries are expected to be on the water by December 2025



→ These bus routes will go fully electric in 2025

11W

924

11T

82

923

12

mission electric^e



A new fleet of electric double-decker buses went into service in April 2025



New electric trains have arrived and will head into service as we move towards CRL go-live

